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# **messing about in BOATS**

*Volume 4 ~ Number 3*

*June 15, 1986*







## messing about in BOATS

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## Our Next Issue...

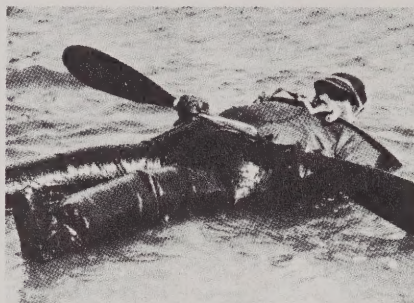
Will return to our regular for-  
mat with a continuance of Bill  
Rutherford's report on building  
Bolger's GYPSY; the resumption of  
the ongoing "Adventures Down the  
Bay"; a report on what happens to  
a small boat designer when he gets  
written up in POPULAR SCIENCE;  
an old time article on how to build  
a paper boat (not canoe); more ad-  
ventures of Tom McGrath in his re-  
calcitrant Townie; a look at the  
Used Boat Show and what it had to  
offer; an interview with Jim Thay-  
er, the THOLEPIN man; and more,  
probably.

## On the Cover...

The Small Boat Show at New-  
port again brought together many  
of the different manifestations that  
small boats take today and we have  
a lengthy report on it all in this  
issue.

# Commentary

**BOB  
HICKS**



Bizarre, indeed. The small  
boat business is still alive and  
well in the area of innovation,  
judging from some of the boats seen  
at the Small Boat Show. The scale  
of a small boat still permits exper-  
imentation, it seems, something  
not easily attempted with larger  
craft without a lot of beforehand  
market research. A man with an idea  
can build himself a prototype  
and see if it'll attract interest.  
Look what Peter Duff did with the  
Dovekie. It's become something of a  
cult boat, those who own them are  
zealots about their merits. Yet it  
is bizarre when set amongst con-  
ventional small sailing craft.

Nothing much is really new,  
though, that is, the ideas. Periodi-  
cally we run articles about quaint  
boats of yesteryear, such as the  
recent one on the "hammock canoe"  
in the June 1st issue. That was a  
one hundred year old concept, and  
obviously it never caught on. Most  
of today's unique ideas will suffer  
similar fates. What is new is the  
use of modern materials and tech-  
nologies to create novel boats. Fi-  
berglass is now old stuff, the com-  
ing thing seems to be the "roto-  
molded" plastic boat, similar to ver-  
y heavy guage plastic milk bot-  
tles, shaped in a mold under heat.  
Kayaks lead the way in this tech-  
nology right now, as they lend  
themselves to such a manufacturing  
concept. But, at Newport here was  
a sliding seat rowing shell of the  
same stuff, John Peinert had it on  
hand, a prototype. The economies  
of fabrication this way, given en-  
ough volume of sales, cuts the  
cost of such a boat about in half.

But, the material isn't really  
bizarre, it's the design that quali-  
fies for that adjective. So, from  
kayak and surfboard comes the pad-  
dle ski. Maybe that's Paddle Ski. A  
longish surfboard with molded in  
seat and foot locations, a double  
paddle, and voila, a kayak you sit  
on top of instead of inside of.

The old idea of a sectional  
boat endures, and the Nest Egg  
seems a well conceived version, a  
two-part sailing dinghy that really  
nests, the front sits completely in-  
side the back, and yet it sails  
well. In the stiff breeze on Satur-

## Bizarre Boats...

day afternoon at Newport, this one  
was reaching back and forth off the  
Show waterfront very impressively.  
So soon after we carried a report  
on the failure of a more complex  
sectional boat, called the Nest by  
its creator, interestingly enough..

Fat little boats continue to ap-  
pear. Jan Zeller's lovely little Per-  
rywinkle 8 sported several potted  
plants rather nicely but it really  
does sail. A Bauer 10 was of simi-  
lar plumpness but much plainer.  
And the Slipper 17 by Seaboard  
Yacht is now the Seaward 17, part  
of a line of sailing boats that offer  
the most enclosed volume for length  
and still look pretty decent. But  
fat.

Pedal boats hang in there.  
Water Wheeler is touted as "The  
Revolutionary Pedal Boat", it is a  
plastic tub with a water wheel un-  
der a hump in the floor and pedals  
so arranged that one, two or three  
can go for a pedal. And Venture  
Cat has the catamaran hulls with  
two seats set above on a framework  
for the pedallers.

Not new, but still trying, Gar-  
ry Hoyt's Waterbug this year de-  
buted a chauffered version, long-  
er, open cockpit, with seating for  
two in back with the chauffer for-  
ward cranking on the pedals. And  
Saroca, still trying another time a-  
round to make this multi-purpose  
craft catch on. The Saroca people  
were assiduously sailing, rowing,  
paddling and motoring their demo  
boats. Just to show it could be  
done.

You don't find this sort of  
whimsey at a bigger boat show,  
rows and rows of numbingly look-a-  
like sail and power craft vying for  
your notice with graphics and mod-  
els. While I'm unlikely to go for  
one of these bizarre small craft no-  
tions, I enjoy seeing innovation at  
work. Actually, there was one I'd  
have bought if I had the cash. Itza  
Cat, a super hi-tech Canadian 12'  
sailing catamaran of Lexan, stain-  
less steel, carbon fibers, etc.  
Planing hulls with twin dagger-  
boards. But even the \$2700 show  
price is way beyond my budget for  
a toy, and that's what it is. But  
I'll bet it's an exciting toy in high  
summer.



*Don't Miss!*

# 1986 Atlantic Coast Sea Kayaking Symposium

Sponsored by L.L. Bean in cooperation with ANorAK

**August 8-10**

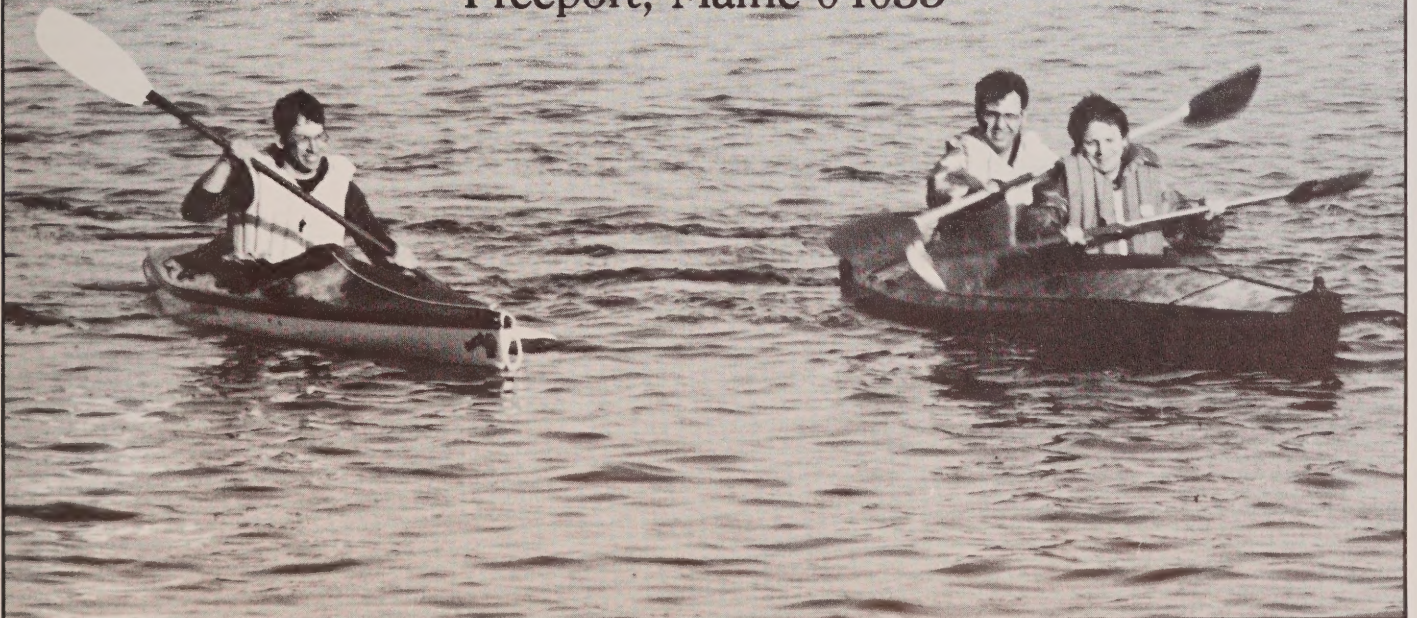
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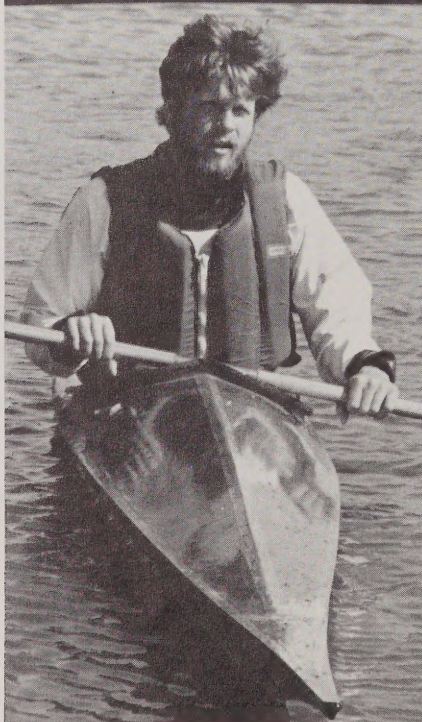
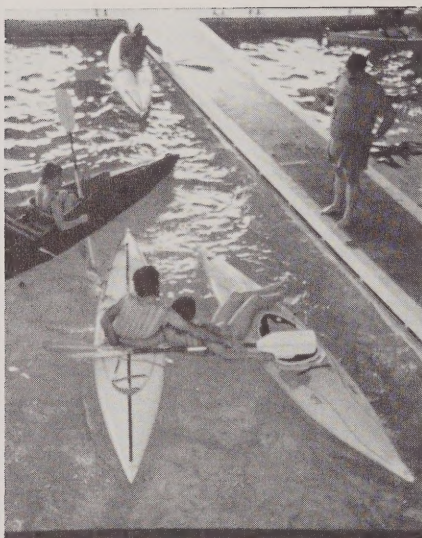
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Design from stonecut print by Tivi Etoc. Available on T-shirt from Susan Wright, Blue Heron Boating, 100 Upland Rd., Cambridge, MA 02140. (\$9.50 ppd).

## Sea Kayaks at SUNY



Ernie Palmieri is a sea kayaker who teaches physical education at the State University of New York in Purchase, NY, in suburban Westchester County. Ernie has combined these activities each Spring into a Sea Kayak Symposium held at the SUNY campus with the support of the University. While Ernie does all the work of putting together the two day affair, he does it on company time. But still he relies also on the volunteer help of many dedicated sea kayaker friends. The result is a really worthwhile event and this May, 150 persons attended to find out more about what the sport of sea kayaking involves.

Typical of such gatherings, the Symposium included two days of indoor lectures and demonstrations and was to include also some on-the-water activities. The latter were curtailed by the strong northwest winds over the weekend. Saturday evening's navigation cruise and night paddle was cancelled altogether as Ernie and Chuck Sutherland felt there was no way they could assure the safety of nearly 30 paddlers of unknown capabilities in darkness with such high (20 knot) winds blowing. Sunday's afternoon on-the-water activities did take place, the experienced paddlers paddled to the Norwalk Islands off the Connecticut coast and the rest went to Buchanen on the Hudson River 25 miles north of Manhattan for boat tryouts and local novice cruises. The latter were, in turn, foreshortened because the stiff wind downriver made progress back difficult once out of the lee of a sheltering small headland.

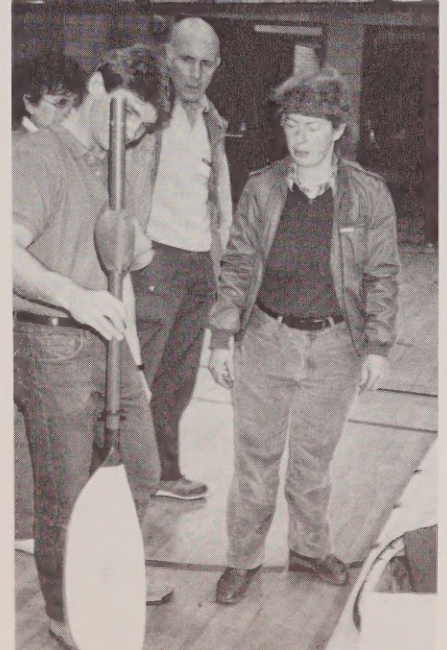
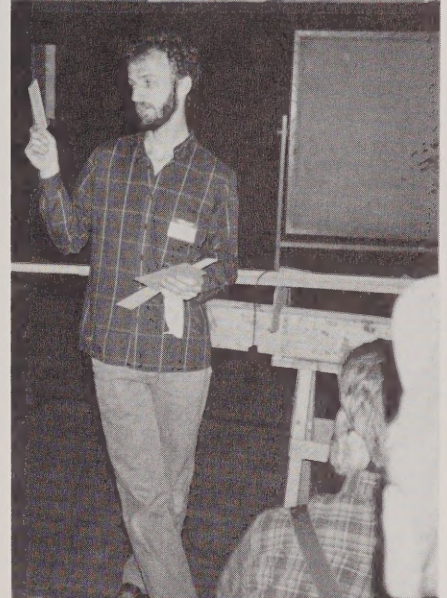
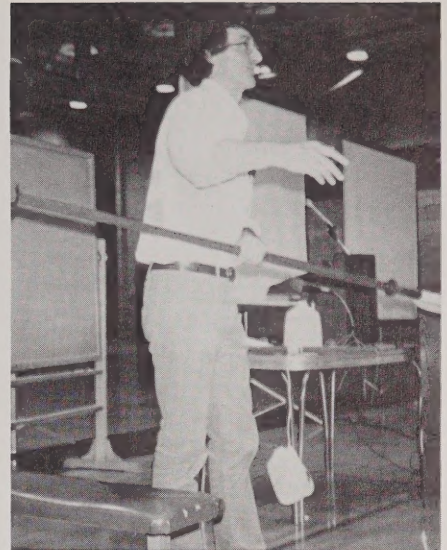
The indoor activities included

lectures and discussions on such subjects as public access to the water, physical conditioning, design and construction of home built kayaks, survival skills, expedition planning, winter paddling and camping. A couple of slide shows on expeditions were also shown. British sea canoeist John Ramwell (author of SEA CANOEING) was a guest speaker on expeditions and survival. Then there were the pool sessions for rolling, self rescue and group rescue techniques. The huge pool served well for a continuous session all day Saturday and Sunday morning with several instructors spelling off one another for the awaiting novices.

I attended the Sunday boat tryouts on the Hudson, those who did the paddle to the Norwalk Islands reported the trip successful despite the stiff breeze with a relatively flat sea due to the offshore direction of the wind. On the Hudson, the novice cruises did not travel far beyond the protected small bay as progress upwind in the short chop and wind was difficult indeed, and heading off downwind would require an upwind return. The usual boat tryouts went on apace all afternoon in the bay with local dealers providing a wide range of makes and models for trial. These tryouts, incidentally, are not attended by just new people, several experienced paddlers were there to try out different boats they had been contemplating purchase of. Certainly by late afternoon on Sunday, the participants had gotten their money's worth from the weekend, despite the reluctance of the weather to be accommodating.

Top: Resting up from a not-quite-completed rescue attempt. Bottom: Hudson Canoe's Angmagssalik "just fits" a smallish physique.





Left from top: Ernie Palmieri put the symposium together, that kayak is his own design and construction; "Feel kinda uneasy, Ken?" asks Andy Singer as Ken Fink tries out a paddle ski; self rescue in a Klepper in the pool.

Right from top: Ernie is a phys ed teacher and fitness enthusiast; Don Betts talks about his "easy-does-it" building methods; checking out Gail Ferris' insulated pogies for winter paddling.





# Paddling with Chuck

Report by Chuck Wright

This year's third annual sea kayaking symposium at SUNY Purchase, Purchase, NY, on May 3 and 4 was a great success in my estimation. It offered a wealth of information and food for thought for beginner and more advanced kayakers alike on the current state of American east coast kayaking, against the backdrop of British kayaking as presented by the featured speaker, John Ramwell. Mr. Ramwell, author of *SEA TOURING*, has been involved with the organization of kayaking in Britain for many years, from teaching through testing to organizing to promote the interests of kayakers, such as access to water.

Open sea touring in canoes and kayaks has been going on for some time in Britain and Mr. Ramwell very ably represented that tradition. Kayaking in Britain has achieved a state of organization and recognition which we, while not necessarily striving to copy or emulate, are still working towards. John's slide presentations of expeditions he has undertaken and led, including one comprised of over 100 teenagers, were both inspirational and informative and notable for the subtle humor which enlivened them but did not mask John's depth of experience and knowledge. They were a delight.

Chuck Sutherland, who has been very influential in the development of sea kayaking on the east coast with the publication of *ANORAK* and the leading of trips, talked of problems of access to the water in the New York city area, compounded by thoughtless regulation by our park services. Access will

surely become an issue for all of us as development progresses, it's a primary concern in Britain. This alone should provide ample reason to develop as strong an organization of sea kayakers in this country as we possibly can to represent our interests. All of us who enjoy sea kayaking should get behind such an organization. Numbers are significant when talking to governing bodies.

Chuck also touched on a related concern, the image that the sport of sea kayaking projects. If we are seen as fools who go on the water to drown ourselves, our access problems will increase. Hence, at least until we acquire the image of a responsible group of people who make every effort to assure the safety of our members, each drowning or foolhardy action of an individual hurts us all.

Don Betts, an inveterate experimenter, did much to demolish the mystique associated with the designing and building of boats, by demonstrating the simple methods by which he builds boats. And Bill and Janice Lozano's professionally prepared slide/music presentation of scenes from a number of their kayaking trips from Maine to the Caribbean was greatly enjoyed.

Don Jones presented much good advice on winter paddling and camping in his exuberant style, sparked with humor, such as his advice to bring along previously baked potatoes as they are reasonably waterproof and even if your food is soaking wet and your stove won't light, you can always shake off the water and gnaw on one. But the best advice he gave, I felt,

was that you must set limits of wind and wave with which you are comfortable and not exceed them. This is surely one of the best precepts we could all follow to stay out of trouble at any time of the year.

Don's advice was the hard-won lesson from an incident this past January when he allowed himself to be prevailed upon to set forth with others in winter sea conditions off the Maine coast (they had gone out to an island in good weather for an overnight) which were felt to be abating but which were still well above his personal comfort limit, winds over 40 knots, seas over 18'. The incident makes a good story only because they survived.

Bob Walker and Dave Anderson of Aqua\*Ventures have been working to develop an outline to form a basis for teaching sea kayaking skills and presented the results of their efforts to date. The boat and equipment exhibits, and later the boat trials themselves on the Hudson River, drew the usual crowds as this is still the best way to compare a number of boats and talk with those who paddle them, something of interest not only to those just entering the sport but also to those of us in search of that "ultimate boat".

The SUNY Purchase physical education facility serves superbly for this symposium as it is easy to move quickly from one activity to another. The beautiful large pool with its overlooking restaurant is ideal for learning rolling and rescue techniques, either watching or doing.

Thanks and credit must go to Ernie Palmieri and those who assisted him for organizing and running this event. Such a symposium should be a must for anyone interested in becoming involved in sea kayaking. The next one, in Castine, Maine, will be held August 8-10 by L.L. Bean at the Maine Maritime Academy facilities. While this SUNY event is the smaller of the two, it struck a nice balance between information and education and inspiration, with especial appreciation for the participation of John Ramwell to bring to us the benefits of the British experience. This gives us some idea of the possibilities that lay before our sport here in America.

A novice cruise group departs for a short outing on a windy Hudson River.







Left from top: Don Jones ponders the Angmagssalik as builder/dealer Ernst Heincke waxes eloquent on its merits to Jon Cons. Mrs. Heincke has heard it all before; Kleppers in need of synchronizing. Gertrude Box got a kayak for her 65th birthday, wants to learn to paddle. She'll do okay, she also rides a Harley Sportster, sky dives and will be scuba diving on Australia's Great Barrier Reef next winter. Retirement? Don and Cindy had a fine weekend, learning.

Right from top: Instant skeg application to the pool kayaks for the cruise. Jon Cons is all smiles in the Nordkapp, even though he capsized and had to roll up. Bill Lozano spent a LOT of time in the pool teaching rescues.





It's still an interesting mix, this Small Boat Show. The variety of small boats ranges from awfully dull to totally enchanting. Multiple means of propulsion, often combined in a single boat, provide further interest. One's personal preferences establish a sort of pecking order in touring the show, but there is so much of everything to see that even discounting the array of outboard runabouts which were at the bottom of my own pecking order, and the lineup of boring looking production daysailers, there was a lot to see.

And do too, if you were of a mind to try out boats. The in-the-water tryouts really make this show interesting. The scale of the boats permits exhibitors to allow prospects to go for a paddle, or row, or sail or pedal. And they do, they do. The water is constantly busy with the various boats coming and going from the demonstration docks out to the nearby harbor channel. It all works, too, no accidents of any significance at all. The fishing boats tied up at the next wharf get irked when they try to back out into the channel with all the little craft coming and going. But the concept works, here is one place where you can try a number of boats if you are contemplating purchase.

This show is still affordable for the small builder. While the outboards and daysailers were mostly displayed by dealers with their attendant salesmen, many of the paddle, rowing and smaller sailing craft were shown by the people who build them, and often who had designed them. You get to talk with the MAN, the chap who was responsible for this particular boat. I like that part. Even if I wasn't doing this magazine, I'd still like that part. You also get to talk with others who own one of the boats in many cases. Several exhibitors were surrounded with already sold folks who came to help or to socialize with others of similar bent in boat ownership.

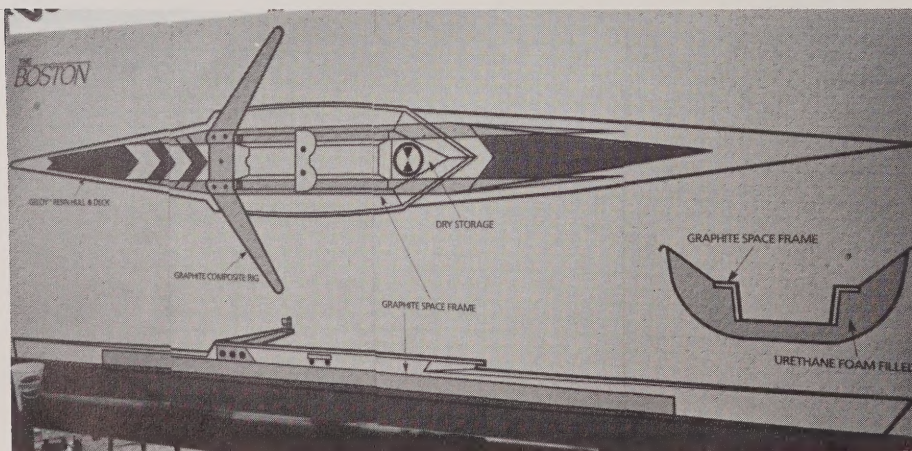
The accessory exhibitors are relatively few in number, not many of the junk shops and trinket peddlers attend, it's not that sort of crowd that attends. There are a few really lonesome looking booths with those unfortunate enough to have chosen to exhibit a product that just doesn't make it with small boat folks. Like the diesel engine guys. But others are very busy, the smiling faces of the Andersons of Flying Colors in their colorful flag-bedecked booth a good example. One trinket that did seem to attract some attention was the

"Whale of a Pail", 5 gallon plastic paint pails dollied up with stencilled on slogans at \$6 a crack. Everyone needs a bucket and one with an appropriate smart remark on it has some appeal.

The Small Boat Race was again a part of the show. It's worthwhile for the participants, but viewing a rowing race is sort of a yawn. Yet a surprising number of people hung around after the boats had disappeared out in the harbor behind Goat Island to view the finish, and they even applauded. So maybe I'm just a bit jaded.

Show offs. I have to remark on this. While it is useful to exhibitors to take their craft out in the harbor and parade back and forth past the show docks, some locals seem to find the crowd on hand irresistible. As the Small Boat Race was getting underway with sets of four boats at a time heading south down the channel past the docks, coming north was America II, the Buddy Melges 12 meter, wing and wing, spinnaker and main. Just off the dock, the little windup men on its deck all lurch into motion and the spinnaker pole swings onto the deck, the big balloon flops over to the opposite side, the hi-tech mylar cobwebby looking main jibes over and they continue on through the assembled rowing fleet unbothered by the flotsam and jetsam. And the cigarette boats. Several of these rafted up off the docks revving and gargling their engines while a fellow gassed up at the gas dock. Talk, drift, roar, lurch, rumble. The lad with the boat on the dock was the picture of the gusto ads, shirtless, hairy chested, reflecting shades, beer can in hand. But something was awry. The hairy chest was down at the beltline and 30 pounds too big. I guess that by the time you create the cash flow to own a 2,000hp speedboat the old bod has had it. But dreams die hard.

Anyway, on to affordable dreams. This report on the Small Boat Show is very subjective. It's about boats and things and people I found interesting.



Here's hi-tech for you: "Geloy Resin Hull & Deck; Graphite Composite Riggers; Graphite Space Frame; Urethane Foam Filled".





Above: Fred Shell's Swifty and Kevin Hart's Nest Egg have an impromptu race in the harbor in a stiff southwest breeze. At right from top: To pedal or to paddle, that was a question. Art Mulvey's low priced rugged work skiff; Charles Abelson hustling up a prospect for his ultra-trick Itza?Cat.

#### BASIC BOAT BUYS

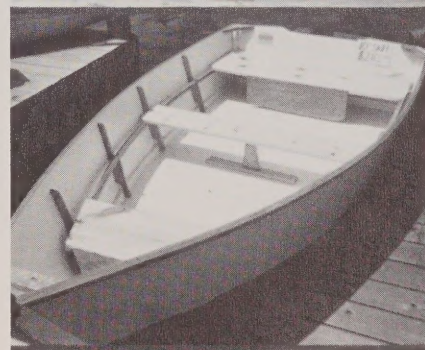
Art Mulvey had some plain Jane basic rowing skiffs on the demo dock with prices starting around \$165 for the unpainted 8 footer. Art builds these Rhode Island style wooden workboats in Oceanside, California. So what's he doing in Newport? Well his father lives across the bay and markets Art's work through his West Shore Boat Co. Art trailered a whole bunch of boats east for the Show, he also had his big, nicely finished off Fish Dory with an outboard in a well, in the water. He even invited me to go for a ride in it, but I just cannot get excited over driving around in an outboard.

It was a well made looking wooden boat, though, kinda nice amongst the plastic starships. The skiffs and prams are the bread and butter, Art says they've built over 3,000 of the 8' pram since 1960 (in Rhode Island in the beginning). With prices rising only as high as \$295 for the painted 12' skiff, Art's boats are indeed basic buys. They look well made too, nothing flimsy about them, just simple, basic construction in plywood and framing. Sort of nice to see amongst the glitter of more modern and more costly small boats, something that works at an affordable price. West Shore Boat Co., Hope Furnace Rd., Hope, RI 02831.

#### ITZA?CAT

Yes, that's how it's spelled in the logo, a nicely included question mark in the catchy name. I have to admit that this was one hi-tech boat that really grabbed me. The man behind it, Canadian Charles Abelson, is a very aggressive sort of salesman who is, nevertheless, quite fun to hear out. He says he was a lawyer and so I ventured to suggest that his substantial up-front capital investment in this exotic boat no doubt came from some contingency fee or other. Did he win a big one and then go into boats? He waffled a bit on that. Anyway, the cat is 12 feet long, very personal sized. I had watched two young collegiate type athletes geared up in wetsuits and fingerless gloves sailing the bigger cats in the harbor out on the trapezes and thought, "not for me", but last summer's taste of a 14' Ho-

bie left lingering yearnings for this mid-summer excitement. Itza?Cat is all hi-tech, flat planing hulls of Lexan over polyethylene foam with retractable hydrofoil daggerboards, anodized aluminum spar, wishbone boom up out of the way of your head, 110 sq. ft. of dacron sail with a window, self-draining trampoline with "cool drink" holders yet. And it comes apart in 15 minutes to cartop, no trailer needed. All in weight is just 93 lbs. What a toy! Well I could have bought one at the Show for \$2700, regular price is \$3100. But I didn't happen to have the cash with me. Talk about impulse buying, good thing I didn't. I mean, I'd love to have one but other needs have prior claim on that \$2700. So... Itza?Cat, 719 Meloche Ave., Dorval, Quebec, Canada H9P 2S4.







## SMALL BOAT JOURNAL

SMALL BOAT JOURNAL is still heavily involved in the Small Boat Show, not in a proprietary sense, but they do run their sea trials here where all sorts of boats are in one place under one set of conditions. Rob Dwelley was running the booth for the magazine, Rob used to run the Wooden Boat Show and the early Small Boat Show, now he could just walk in and only have to deal with one exhibitor, his current employer's. Rob sort of does odd jobs for SBJ in marketing around New England, although he'll go as far as Tennessee this summer on their behalf. And the whole editorial staff was there, while they have retained several "experts" to do the sea trials, they get in on the action too. Editor Tom Baker was out there in the Small Boat Race rowing that Peinert rotomolded recreational shell and looking good, too. Managing Editor Richard Lebovitz was making many notes. And Editorial Assistant Gunnel Chenail was everywhere, radio in hand, very modern communications setup. Gunnel is a vivacious Swedish woman who said she was hired because her first name had a "boaty" sound. Actually, she pronounces it Gun-NEL to ward off the boatiness. You'll see all the sea trials stuff later on this year, sliding seat doubles among them. Small Boat Journal, P.O. Box 1066, Bennington, VT 05201.

## SPEAKING OF SEA TRIALS

Two of the "experts" employed by SBJ are old traditional boat friends, Ralph Notaristefano and Ken Steinmetz. Here they were checking into all the glitzy hi-tech plastic stuff. I kept photographing Ralph, who edits the Traditional Small Craft journal, ASH BREEZE, in brilliant orange plastic rowing torpedos, and suggesting an appropriate caption would be something about him preparing a feature article for the next BREEZE. Actually, Ralph is super-conscientious about his work, he was in on the rowing doubles sea trials teamed with an experienced oarsman whose name I failed to note. My fault, not his. From what Ralph and Ken told me, all is not just analysis of performance and construction, there's some builder/seller notions about these being publicity puffs and also some boats that they take out to try but bring right back in. Yes. And also there was the official photographer who at first seemed to think the trials were poses for his camera and undertook to dictate what these poses would be. I understand this year we might see some first-person comments from these "experts" on what they found, not just the homogenized results of their notes. Should be interesting.

From the top: SMALL BOAT JOURNAL editor Tom Baker hard at it in the Small Boat Race; Ralph Notaristefano (right) readies a space needle double sliding seat boat for a sea trial, but later looks more comfortable in a traditional dory skiff.



#### BOATBUILDER FROM BROOKLINE

That's BROOKLINE, not BROOKLIN, and it's in urban Massachusetts, a Boston suburb full of entrenched upper middle class folks. So here's Tony Davis building boats there? Not quite. He lives there, hence his business address. But he builds his traditional small wooden boats over at the Charlestown Navy Yard in facilities used for maintenance work on the SPIRIT OF MASSACHUSETTS when she's in port. Tony worked on building that schooner early on, and stayed on to now work at persuading the National Park Service, which owns the building presently used for this maintenance and

building, to establish a traditional wooden boatbuilding apprentice program in the shop. Tony says there's hope, the type of craft is appropriate to the nearby presence of "Old Ironsides", the U.S.S. CONSTITUTION, main attraction of the national park portion of the Charlestown Yard. Tony's pretty busy and he was taking orders for his Arno Day designed lapstrake tender for Spring 1987 delivery. He builds only to order and to buyer's specification on materials, at about \$1665 to \$1800 depending on choice of woods. If you can wait, contact Tony at 1493 Beacon St., Brookline, MA 02146. Or if you're interested in his apprenticeship idea.

#### NEST EGG

I no sooner do an article on a sectional nesting sailing dinghy that didn't make it (May 15th issue) than I find one that did at this boat show. Kevin Hart has persevered since 1980 in his pursuit of this long held notion of a nice little dinghy that comes apart and now feels he has the product. It certainly appears to be so. The Nest Egg is a very attractive sailing dinghy, disregarding the sectional feature for the moment, and I happened to notice it under sail in Saturday's stiff southwesterly moving along very nicely through the chop, in fact, engaged in a bit of a race with Ed Shell and his Swiftly. Kevin had in mind good

performance first, storage convenience second, he was going on a South Seas cruise single handed in a 33' sloop. His first prototype was dubbed, "WUB, World's Ugliest Boat", but it worked rather well, he says. Now, four prototypes later, it is no longer a "WUB", it is rather a nice looking boat. And the 11' long hull comes apart just ahead of the centerboard trunk, with the bow section fitting right down inside the stern section, the storage space required is 77"x53"x19". The spar comes down into bits that fit into a 78"x12"x4" bag too. Maybe this will be the nesting dinghy that makes it. Nest Egg Boats, P.O. Box 503, Harwich Port, MA 02646.

#### FATTY KNEES

Joe Nye has been selling the west coast, Lyle Hess designed, Fatty Knees sailing dinghies for a number of years as a sort of hobby business. Now he's retired from the real business world and moved into the hobby business world full time, marketing this quality small boat as the owner and manufacturer. Joe bought all the rights and tooling for the Fatty Knees line and set up shop to go for it. Fatty Knees is an early manifestation of the plump-is-okay school of small dinghy. To get a lot of volume into a short overall length means plumpness. It does seem to work, the

Fatty Knees sure can carry a lot and provides a fun gunkholer for summer sailing for kids or adults. Lyle Hess is a designer with credentials, his plump 22 foot English Channel Cutter that the Pardeys used to sail all over the world in is but a larger version of a lot of room in a short overall length. For those who do not know the origin of the name, "Fatty Knees", it came from one of Lyle's grandchildren, commenting on his grandmothers' knees being somewhat prominent while seated in the new dinghy. Grace Marine, 200 Corporate Place, Suite 7, Peabody, MA 01960.

#### JOHN FREEMAN

John Freeman enjoys selling almost as much as he enjoys boatbuilding, and so he's put these twin enthusiasms together in his Small Boat Exchange way up on Lake Champlain in Burlington, VT. Here he was in Newport, RI, at the opposite corner of New England, to display some of his wares. John handles a number of different small boats, some he finishes out himself from Jim Thayer's bare glass hulls. John has powerboats, daysailers, rowing boats, sliding seat boats, everything a dealer needs to sur-

vive in the consumer marketplace. But he also has a lot of enthusiasm for wooden boats and has organized a wooden boat show for June 28th in Burlington, to which he has invited any and all wooden boat builders. He says there are builders signed on (at \$50 for whatever space they need) that he's never heard of before. Might be a grass roots wooden boat show hatching this June in Vermont. We'll be doing a feature report on it and on John in a later issue. Small Boat Exchange, 31 Main St., Burlington, VT 05401.



From the top: Tony Davis and his traditional tender; The Nest Egg nested; Joe Nye talks about Fatty Knees; John Freeman selling a Thayer Livery Whitehall that he finishes out from bare hulls.



## KAYAK TRYOUTS

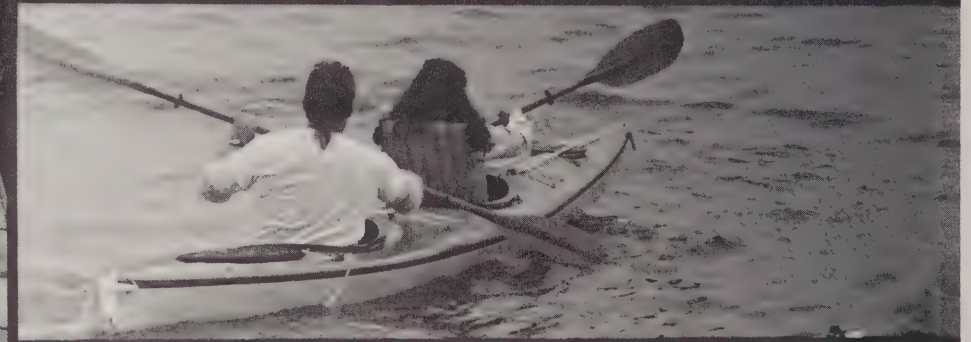
I happened to look out on the harbor at one moment and noted three kayaks grouped together but only two upright people. A rescue. My own recent upset (elsewhere in this issue) had sensitized me to just what was happening out there. Ken Fink had someone out trying out a Selkie and over he'd gone. Andy Singer was nearby and they made the rescue. The only aftermath was some discontent ashore over the lack of dry clothes for the victim. He hadn't planned on this. Considering the variety of kayaks available and the unknown capabilities of those who chose to give them a try, no serious problems arose, there were several capsizes but all were rescued handily and immediately.

How do you know about this would-be paddler? Elliot at Dirigo started to explain the workings of his boat to one young woman, but she quickly announced that she'd done whitewater. Oh, well, then... Off she went out into the brisk breeze and modest chop, paddling away confidently, then back into the wind all smiles. Obviously

comfortable. But, the Dirigo is forgiving. Some of Andy's boats and Ken's Nordkapps are pretty tender craft, more suitable for experienced paddlers. They had to be more careful about sending people out to try them. But they succeeded. A lot of people had a shot at kayaking who would otherwise never tried it. You don't go to one of the symposiums unless you already are pretty serious about trying sea kayaking.

Ken imports the Nordkapps and Selkies, Elliott and Peter build the Dirigo. Aquaterra makes the Chinook and a new double Chinook. But Andy Singer is a dealer, he sells a variety of kayaks, but out on Long Island. What help to him would his appearance and efforts be at Newport? "Not much," he agreed, "but I'm having fun and maybe I'll go to my distributors and show them how I'm helping their sales, maybe they should help me a bit?" Maybe. Dirigo Boats, P.O. Box 478, Blue Hill, ME 04614. Northstar Kayak & Canoe Co. (Andy Singer), 40 Ayer Rd., Locust Valley, NY 11560. Poseidon Kayak Imports (Ken Fink), P.O. Box 120, Walpole, ME 04573.

Left: The "real thing", an Alaskan built eskimo kayak arrived by sea from ??? That board on the foredeck is a hatch. Below, the new Aquaterra Chinook double looked pretty interesting. Below: Andy Singer prepares for yet another kayak tryout; this double needs to get it together; The Fjord kayak sported exotic graphics.







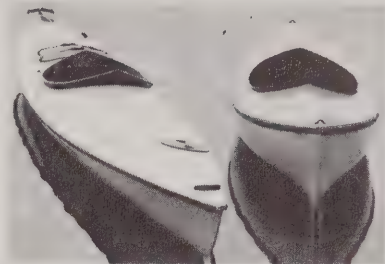
She said she'd done whitewater and certainly seemed at home in the Dirigo.

#### NOW LOOK YOU GUYS

Elliott and Peter from Dirigo Boats in Blue Hill, ME, have been the only sea kayak exhibitors at the prior Small Boat Shows and they kept telling other people in the kayak trade that they should bring down their boats, people LIKED sea kayaks and business was there to be had. So this year it happened. Ken Fink brought his Nordkapps, Andy Singer brought a dozen different boats he retails and Aquaterra had their latest Chinooks there. Still the big, beautiful and stable Dirigo was constantly in use by newcomers, it is a boat that encourages the beginner with its roominess, beamy stability and yet ease of progress. After several seasons of borrowing in winter to be ready for summer, the guys at Dirigo are seeing progress, with a number of dealers now setup and the boat gaining increasing acceptance from knowledgeable sea kayakers. Even though it's a single kayak, there was room for one tot to go along for a paddle with his dad, in "Uncle Peter's Boat". A nice touch.



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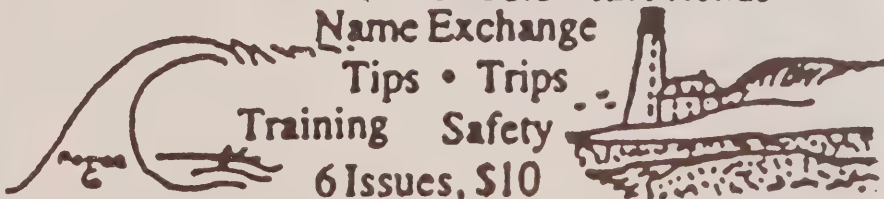
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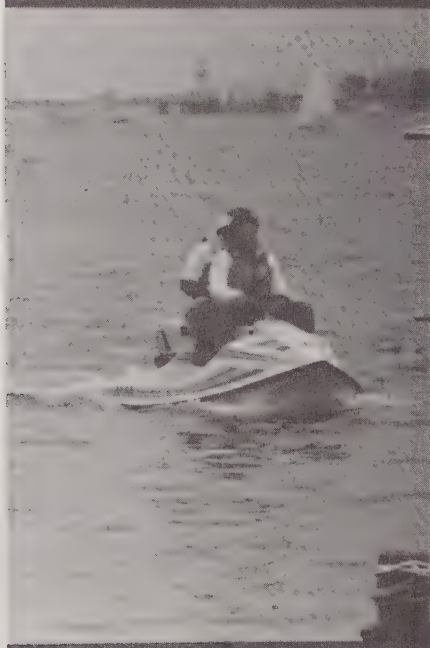
#### STRAWBERRY SHORTCAKE

The Reardon's Dovekie is bright red with a white deck and sail. So it is not surprising that nearby youngsters spotting them sailing last year asked if the boat's name was "Strawberry Shortcake". It wasn't, in fact the Reardon's had been trying to settle on a name after their initial choice of "Mud-lark" had not found favor with Dovekie builder Peter Duff. There seems to be some after-sale proprietary interest evident here. So the unsolicited suggestion was adopted and Strawberry Shortcake it is now.

Tom and Ardin run their own separate business ventures in the western Massachusetts town of Lenox, 3 hours minimum from the sea. They bought the Dovekie because those ads Edey & Duff run show it behind a four-cylinder car on the road and in 4" deep anchorages at the shore. They tried sailing on Berkshire reservoirs like the one in Otis, MA. But the shore-to-shore outboard action and the verbal abuse from egocentric waterskiers put them off. Now they trailer off to Cape Cod or Buzzards Bay or the Massachusetts north shore. They have become confirmed Dovekie believers, and brought their boat to Newport to appear at Edey & Duff's dock. Peter doesn't even have to bring his own boats anymore to the Show, if he chooses not to, customers will leap to his aid. There's just gotta be something about that Dovekie... Edey & Duff, 48 Harbor Rd., Mattapoissett, MA 02739.

#### AND FOR THE SNOWMOBILER IN SUMMER

The Dolphin appears to be a sea-going (well, water-bourne) snowmobile. A tandem seat with driver forward at the wheel sits on a planing hull with a 25hp outboard on back. Give it the gas, up on a plane, and off you go. Only \$3995 too, including the trailer. Roomier than the jet-ski, which is a sort of water-bourne motorcycle. A logical extension of the outboard world, with the bigger outboards resembling water-bourne sports cars. The premise behind this sort of "boat" is to make it as easy as possible, through familiar arrangement of controls and seating, for the non-boater to go to sea feeling secure in the familiar feeling vehicle. Unhappily, some bring along their driving habits. .



#### THE WATERBUG

Last year Gary Hoyt introduced his Waterbug at the Show, the innovative little egg-shaped pedal boat with totally enclosed canopy that Gary told me he could enjoy on any day, winter or summer, on the bay, dry and out of the weather, and warm from the pedalling exercise. This year he had an elongated version that seats three, two in back, one up front doing the pedalling. I viewed this as a chauffeured model, it's really not unlike the limousines of yesteryear with the owners at ease in the back and the chauffeur up front doing the driving chores. Gary insists it's really just so you can take along friends, and I'm sure he's right. But still I liked that chauffeur idea, especially in Newport. Harken, 1 Harbor View Dr., Newport, RI 02840.



## WHAT ABOUT ALL THE ROWING?

Sliding seat rowing was a big part of the Show this year with a half dozen different builders displaying their products, and the Small Boat Race as a Saturday afternoon spectacle on the water. The U.S. Rowing Association had people on hand running hourly rowing clinics on the water with boats provided by the various manufacturers on hand in a sort of rotation basis. Eric Stohl manned a booth to explain to those interested how the U.S.R.A is expanding its area of interest in rowing beyond the serious competitive stuff into recreational rowing. While the majority of boats displayed were in the recreational shell category, some serious racing shells were included, in particular the Schoenbrod folks from Biddeford, ME. They had boats on land only, not really the place for new enthusiasts to get into serious racing shells.

Well, of course, the action was on the water, anyone with demo shells was busy. Getting out of, and back into, the show docks with the ungainly long oars and protruding outriggers amongst the rest of the small boat traffic was the toughest challenge for most would-be oarsmen.

In my travels I never did get to visit with any one of the exhibitors of the various recreational shells, an oversight in retrospect that shouldn't have occurred. I briefly chatted with John Peinert about the rotomolded boat he had on hand in prototype form, something being made up by Aquaterra using the same technology that their Chinook sea kayaks are derived from. This one will be a price buster at the introductory level, according to John, probably selling all equipped under \$1,000, well below the average price of the current fiberglass and cold molded wooden shells.

I did take a look briefly at the bargain end of sliding seat rowing, the A-Row-Bic drop-in rig made by KG Engineering of Woonsocket, RI. Here for \$250, including the oars, was instant sliding seat, designed primarily for dropping into a canoe. There are LOTS of canoes out there, lots. \$250 is a price that's acceptable for taking a crack at sliding seat rowing too. While the shortcomings of this set-up are major for any serious rowing of the sliding seat sort, it should be a useful introductory product and perhaps will lead some of its purchasers on into the real thing. Those shortcomings? Well, stubby oars so mounted as to be non-feathering, chiefly. But, \$250 is what you pay for some 9'9" sculls alone, here you get all the rest too. Drop into your \$200 Coleman canoe and how do you like it? K.G. Engineering, 115 Front St., Woonsocket, RI 02895.



From the top: Cliff Hurst of Martin Marine awaits start of next rowing clinic; and now to apply those just-learned lessons; a row in Fatty Knees; an A-Row-Bic equipped canoe edges past some serious sliding seat stuff, "I hope they don't giggle!"

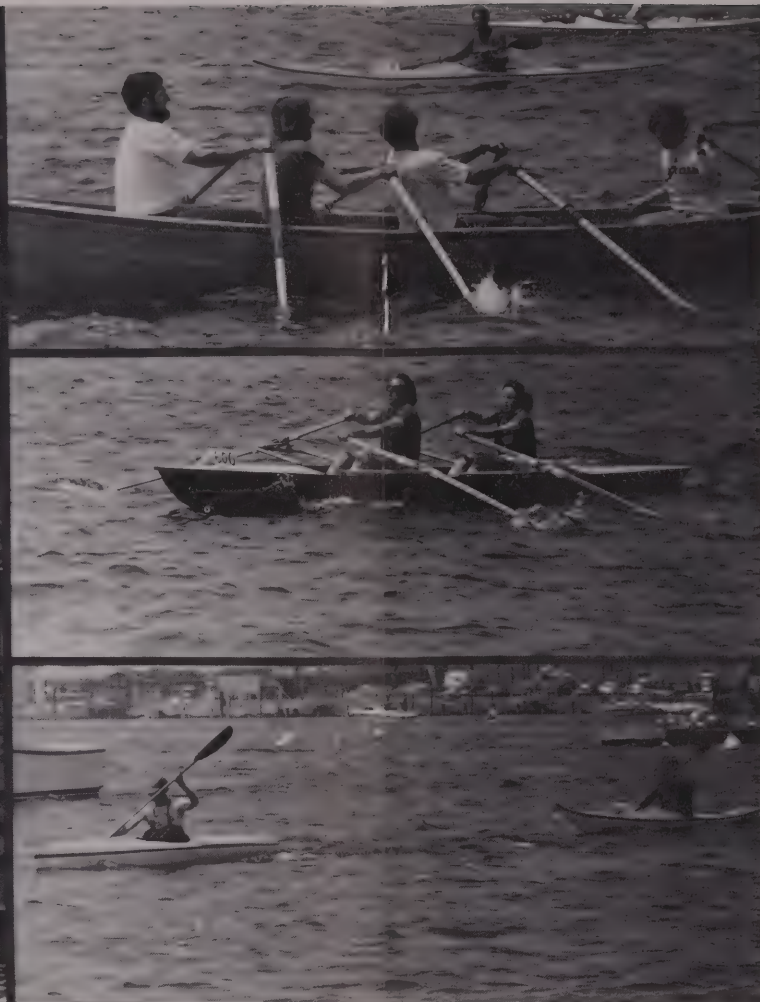








From the top: Chris Schultgren is first home in Alden singles; one of the few close contests at the finish; Rob Lincoln winning the fixed seat class . . . again.



From the top: The only "three and a coxwain" labor mightily in this strip built traditional beauty; Jim Forrest and Jeannette Denby looking ahead in their sliding seat double, using knuckle-jointed oars; Ken Kyle edges Ken Fink in the kayak race.



From the top: "No, we're not too tired." "Tired? Not me!" "Who me, tired? Nah!"

#### THE SMALL BOAT RACE

The Small Boat Race has been wrestling with some built-in problems ever since its inception. The course right through Newport's busy inner harbor and mooring area, and out around nearby Goat Island, is a bit like organizing a running race down the Southeast Expressway in Boston. John Peinert, who organized it in 1985 for the Show, remarked on how he urged that they get the Coast Guard to close the main channel, which runs right by the Show waterfront, for 30 minutes for the race to start. But the Show management expressed much concern over the reaction that would come from the fishermen. In Newport, there's no love lost be-

tween the yachties and the commercial fishermen.

Getting the race organized required knowledgeable people, and this fell on some of the trade, people like Peinert last year, and Bill Fisher of Small Craft this year. Bill's son, Jay, ended up doing the job this year, and a good one too. But, here we have people with commercial axes to grind in charge of a race involving competitors' products as well. That these men carried out the job without letting this self-interest get in the way is a tribute to their interest in seeing the sport grow. But it's not really the way to go, some disinterested (commercially) party should assume organization of the

event.

The commercial rewards of winning are not all that substantial, according to some of the people we talked to, but they are there. Arthur Martin of Martin Marine has been pressing his philosophy of "one-design" racing as a means of protecting one's products from challenges from others that may have advantages due to design factors. Arthur had his way this year and there was a class for Alden Ocean Shells. They even ran off first in the timed events and so were the first to appear across the finish line. Martin put up trophies and backed his philosophy all the way. The "one-design" concept is commonplace in sailing in the ef-

fort to provide all competitors with equal equipment. Is rowing ready yet? At the serious collegiate level, the boats are restricted to certain parameters but several major brands compete head-to-head.

The other classes established were based on "levels", entry level, mid-range level, racing level, the various makes and models of boats classified into such categories on the assumption that people interested in rowing would buy the boat appropriate to their existing level of ability. This race was overwhelmingly oriented towards sliding seat craft, with one class set aside for fixed seat boats and another catch-all class for "Miscellaneous and Homebuilt" craft. Kay-

aks fit in there along with rowing sailboards, waveskis, etc.

It all went off rather well despite the channel traffic, including the grandstanding of AMERICA II up the channel right through the boats lined up for their starts. Wind and sea were manageable this year, nobody swamped or beached. This is how they finished, winners only:

ALDEN-MEN: Chris Schulten in 21:47.

ALDEN-WOMEN: Lynn Dorsey in 29:30.

ENTRY LEVEL: Ed West in a Boston in 22:32.

MID-RANGE: Robert Dreher in a Jullienne Rec Racer in 19:42, fastest time of the race.

RACING SINGLE: Forrester Clark in a Hurka in 36:43, slowest finishing time, Mr. Clark is a senior carsman who entered the only racing single.

RACING DOUBLE: Joan Ingalls and Rachel Vann, in a Hudson in 27:12, the only racing double to enter.

RECREATIONAL DOUBLE-MEN: Mike Talbot and Tom Yuckniuk in a Small Craft in 22:31.

RECREATIONAL DOUBLE-MIXED: Jeannette Denby and Jim Forrest in a homebuilt with forward facing oars in 24:16.

FIXED SEAT: Rob Lincoln in an RKL Little Rangeley in 29:04.

MISC. & HOMEBUILT: Ken Kyle in a sea kayak in 26:07.





#### WESTPORT BOATWORKS

It was an attention grabber. Right there between an array of glittering outboards in a dealer display and an exotic big catamaran was this old wooden lapstrake boat with faded and flaking paint. It had been out in a field somewhere for a long time. Now Jeff Szala of Westport Boatworks had brought it to Newport and set it up in his decidedly low-tech display. "More

people have stopped to look at that boat than at the skiff beside it," Jeff explained. The latter was a painted work type flat bottom skiff, typical of Jeff's product line, skiffs 8 to 20 feet for work or pleasure. Jeff plans to take the lines of his latest find, it's beyond restoration, dismantle one side carefully for patterns, and maybe add it to his line of traditional wooden boats.

On the display backdrop was a small drawing of what looked like an Indian to me. We've got a nice story coming up on the Indian sloop and so I was aware of its appearance. Turned out this was Jeff's Westport Dory, a 20 footer he builds to order that carries a lot of sail, 182 square feet in a leg-o-mutton main and a jib.

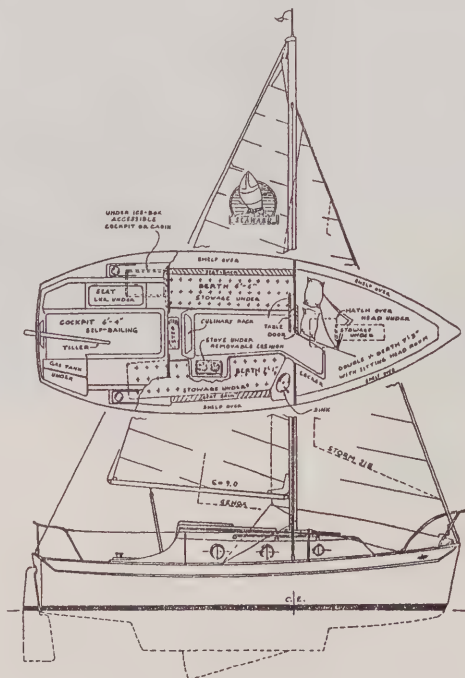
Westport does restoration and repair on wooden boats too. Why was he here in the Small Boat Show? "I have been in the Wooden Boat Show in the past and I thought I'd give this one a try, see if there were wooden boat people doing the Small Boat Show." Well, those who were certainly spent some time at Jeff's display with all its emphasis on traditional wooden boats. Westport Boatworks, 169 Riverside Drive, Tiverton, RI 02878.

#### SAROCA

I don't know what to think about Saroca, the do-everything boat. It's been around several years, heavily marketed, with one firm involved going under a while back, and the current marketing being done at a very sophisticated and expensive level. The notion does have a long standing appeal, a boat you can do ALL your boating in, rowing, sailing, paddling, out-boarding.

This boat is being marketed as an all-in package. At the Show they were out motoring with a 2hp Seagull, paddling with a guy in the bow cockpit, another in the stern, rowing with the sliding seat rigger amidships, and sailing with the modest size mainsail rig. A-shore one boat was swathed inside a camouflage suit, like a big GI outfit, this one suggested for the duck hunter. A complete tent is offered that snaps onto the cockpit and over a boom framework for a cosy double berth overnight.

So, this boat is a serious try at the do-everything boat, are you interested? Saroca, 27 Hedley St., Portsmouth, RI 02871.



#### ADVENTURES DOWN THE BAY

Ron Leuvelink was on hand assisting with the Seaboard Yachts display, the plump little 17' Seaward (formerly Slipper) 17 and the bigger Seaward 22. Ron's the guy who sent us the old copy of the "Adventures Down the Bay" book we've been serializing. "I've got a library of over 500 old nautical books like that," Ron allowed. 500 old timey boating books. Great reading!

Ron promotes the Seaboard boats because the man behind them, Nicholas Hake, does it all. He designed the boats and builds them. He's gotten more useful space into short lengths than just about anyone, and they go together in a sensible way because he has to put them together. Ron got me into the 22, "just to look around". I'm not a devotee of small sailboats that "sleep six" in 22 feet. Hake's literature doesn't even mention how many the Seaward 22 sleeps! Well. That's different. The boat is big inside, comfortable sitting headroom in the spacious main cabin, which opens to the cockpit through a wide companionway, and in the forward cabin too, no neck bending and head bumping. Lots of "people room" with the inside gadgets in easy reach, and big bunk spaces. The cockpit is big and comfortable, good backrests, nice leg room, mid-boom mainsheet to reduce all that line.

How does it sail? I can't say first hand, the boat was ashore on display. The claims in the literature tend to set off this boat against the "pseudo-racers" pointing out all the latter sacrifice in order to look fast while really not much being faster than this more comfy looking setup.

The price is the grabber, about \$12,000 for a lot of sailboat. Locally these boats (the Seaward 17 too) are handled by Cataumet Yacht Brokerage at Kingman Marine, Shore Rd, Cataumet, MA 03534.

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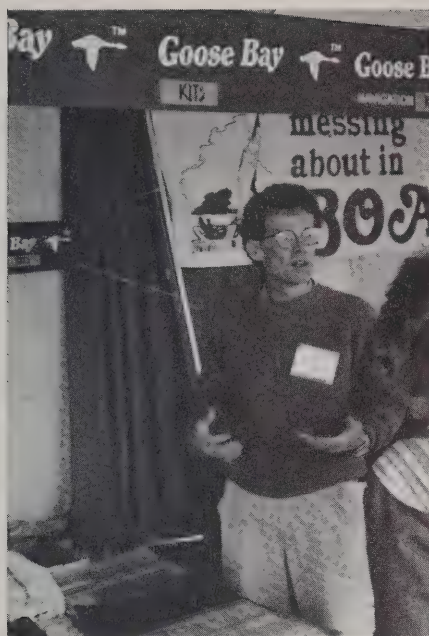
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#### GOOSE BAY NAVIGATION

Tom Trump is a sea kayaker who comes from Pittsburgh. I guess he has to drive a way to the sea. But at the Show he displayed his rather nice compact navigation kit for small boat owners. When initial reaction to his sign promoting a navigation "system" was surprise that it was not electronics, Tom changed the name on the spot to "kit". That's what it is, a roll-up waterproof Dupont Cordura covered set of heavy plastic chart holders with double closures and a pair of plastic scales used to plot distances and compass directions on whatever charts you carry in the kit. In use it opens out to a 15"x15" chart area, two sides, two holders, four chart areas in all. The plastic scales provide measurements off the charts in statute or nautical miles as well as directions with the compass rose portion. A waterproof marker can be used right on the plastic holder surface to mark courses. Folded up the kit reduces to a 17"x6"x1" packet. Even fits handily into a kayak. The kit is top quality stuff all the way and sells around \$60. Tom is at Goose Bay Gear, Inc., 388 Nature Trail Ln., Murrysburg, PA 15668.

#### EPILOGUE

There was a lot more to see at the Small Boat Show than this random sampling based on my personal interests and preferences. Those of you who did attend can undoubtedly think of some I've neglected. Those of you who didn't should think about going next year. If you like small boats, the Show is well worth the day, the travel and the \$5 admission. You're bound to learn something useful, and maybe even discover inspiration. Here am I, journalist who gets to see oh, so much in boats, finding such inspiration. There was that Itza?Cat. .



SUMMER 1986

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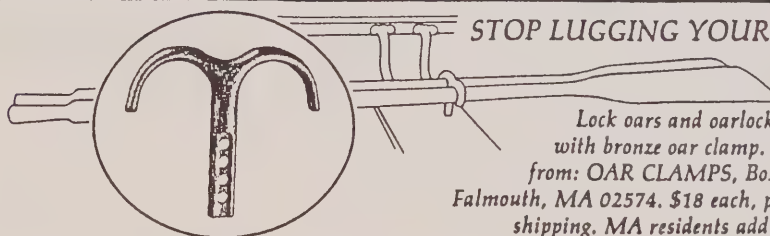
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# WHAT'S HAPPENING?

## WOODEN BOAT SHOW & ROWING RACE

Burlington, VT, on the "west coast" of New England, will be the site June 28th of a one-day wooden boat show and rowing race organized by John Freeman of the Small Boat Exchange in Burlington. John invites any interested builders of wooden boats to contact him about exhibiting at his show and invites interested oarspersons to enter the race. The latter will be a 5.5 mile race over open water on Lake Champlain around Juniper Island. It will be open to fixed and sliding seat rowing craft, recreational and racing canoes and kayaks. Contact John Freeman at Small Boat Exchange, 31 Main St., Burlington, VT 05401, (802) 864-5437.

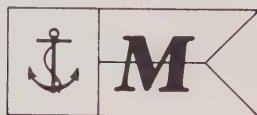


## VINTAGE BOAT SHOW

The Long Island Chapter of the Antique & Classic Boat Society has scheduled its 5th Annual Vintage Boat Show for Saturday, June 28th at the Bay Shore Yacht Club in Bay Shore, Long Island, NY. Hours are 10 a.m. to 2 p.m. and the public is invited. More information at (516) 549-1713.

## MOBY DICK CLASSIC

The 1st Annual Moby Dick Classic will be a rowing and paddling race in New Bedford harbor on July 4th over a 2.5 mile course. A special event for local police and fireman teams in multi-oared traditional boats is planned, along with classes for traditional rowing craft, sliding seat boats, canoes and kayaks. Registration is at 8:30 a.m. with racing at 10 a.m. More information at (617) 994-7600.



## FRIENDSHIPS RETURN

The Friendship sloop fleet will stop off at the Percy & Small Shipyard of the Maine Maritime Museum on Sunday morning, July 20th, enroute to their annual gathering and races, now held at nearby Boothbay Harbor during the following week. Viewing the fleet sailing up the Kennebec River is possible from area roadside spots and from the Museum's waterfront. More information at (207) 443-1316.

## SEAVEY ISLAND SMALL CRAFT DAY

The Seavey Island Rowing Club will hold the 7th Annual Small Craft Day on June 21st on the Piscataqua River in Portsmouth, NH, at Prescott Park near Strawberry Banke. The racing (rowing only) will include a women's race for the Hannah Mariner Cup at 12:30 p.m. and the Grand Challenge Cup at 1:00 p.m. More information at (207) 439-4635.

## AQUA\*VENTURES



### SEA KAYAK OUTINGS

Aqua\*Ventures of Jamaica Plain, MA, has organized its summer schedule of sea kayak outings as follows:

**JUNE 28-29:** Weekend touring and instruction with overnight camping, all boating and safety gear, meals and some camping gear provided, fee is \$125 per person.

**JULY 6:** Free kayak tryouts and demonstrations on Lovell's Island in Boston Harbor as part of Boston's Harborfest. All equipment provided, newcomers and novices welcome. Bring lunch. Free water taxi to Lovell's from George's Island, latter reached by ferry from Long Wharf, Boston (617) 723-7800 or from Rowes Wharf, Boston, or Hingham (617) 749-4500.

**JULY 12-13:** Weekend touring and instruction as on June 28-29.

**JULY 20:** Narragansett Bay day trip sponsored by Audubon Society of Rhode Island from Ft. Adams Park, fee is \$50 per person. Arrange with RI Audubon at (401) 521-1670.

**JULY 26:** Coastal paddling day trip with picnic lunch provided, fee is \$60 per person.

**JULY 27:** Kayak rescue workshop sponsored by ACA at Horse-neck Beach State Park in So. Dartmouth, MA, no fee.

More information on these sea kayak outings at (617) 524-6239 or (617) 391-5954.

## QUABOAG RIVER DAY

The Quaboag River Watershed Association is hosting a River Day at the Wickaboag Boat Club on Wickaboag Pond in West Brookfield, MA on June 21st. Demonstrations of kayaking, canoeing, rubber rafting, fly fishing, etc. will take place along with an afternoon canoe tour (flatwater) on the river. The public is invited, registration is \$1. More information at (413) 267-5480.



## BOSTON HARBORFEST

### BOSTON ANTIQUE & CLASSIC REGATTA

The "U.S.S. CONSTITUTION" will be escorted on its annual July 4th turn around trip out into Boston harbor by many antique and classic old wooden boats gathered for the Boston Harborfest Antique & Classic Boat Regatta. This participation will be part of the July 2nd-6th Harborfest, with the participating boats docked for public viewing at berths in the old Charlestown Navy Yard. Owners of classic wooden craft are invited to join in. More information on viewing at (617) 227-1528. For boat registration information, (617) 523-7611.



## Merrimack River Watershed

### MERRIMACK RIVER CANOE TRIP

The Merrimack River Watershed Association will run a canoe trip on that river from Litchfield to Hudson, NH, on June 28th (rain date June 29th), co-sponsored by the New England Wildflower Society. Pre-registration and a donation are involved. More information at (603) 224-8322 or (603) 889-4643 eves.

### SOUTHEASTERN MASS CANOEING

The Southeastern Mass. Chapter of the AMC has the following canoe outings scheduled this summer open to any interested canoeists:

**JUNE 21:** Tidal flatwater on Scorton Creek in Sandwich, through tidal marshlands. Contact Carolyn Crowell at (617) 888-4923.

**JUNE 28:** Leader's choice outing, contact Chuck Wright at (617) 564-4250.

**JULY 12:** Tidal flatwater on Nauset Creek in Eastham. Picnic, swim and play in the surf. Contact Bob and Suzanne Scolomiero at (617) 545-6015.

**JULY 19:** Tidal flatwater on the North River in Marshfield. Contact Judy O'Bryant at (617) 587-3370 or Anita Franks at (617) 545-7157.



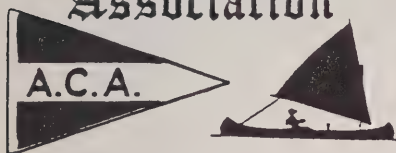


## MARBLEHEAD TOWN CLASS ASSOCIATION

### TOWNIE 50TH

The Marblehead Town Class Association is hosting the class 50th anniversary celebration on July 19 & 20 at the Corinthian Yacht Club in Marblehead, MA. The Town Class is now the oldest continuing racing class in Marblehead, and after a number of years at near extinction, is now enjoying a modest resurrection with several new boats coming into the fleet. The original Townie builder, Pert Lowell of Newbury, MA, is still at work in his shop on the Parker River at 80 years of age, assisted now by his son-in-law Ralph Johnson, with ten new Townies built in the past four years. More information from Jane Cooke at (617) 631-0750.

## American Canoe Association



### ACA SAILING CANOE RACES

New England canoe sailors have several events on for summer as follows:

JUNE 22: New England ACA Class Championship at Lake Massabesic near Manchester, NH. Call Larry Zuk at (617) 369-6668.

JUNE 29: Match Racing, Sebago Canoe Club, Brooklyn, NY. Call Duncan Mooney at (718) 727-2896.

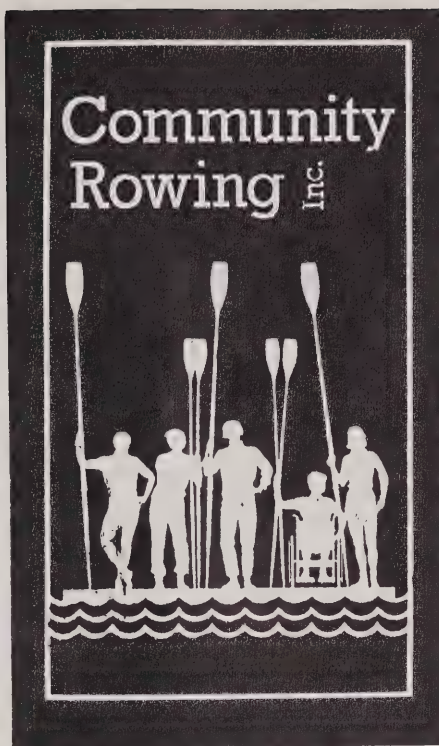
JULY 4-6: Atlantic Division Cruising Class Championship at Lake Sebago in Sloatsburg, NY. Call Joe Ryan at (201) 444-6478.

JULY 13: George Service Trophy Class C Series, Sebago Canoe Club, Brooklyn, NY. Call Duncan Mooney at (718) 727-2896.

JULY 13: Atlantic Division ACA Class Championship, Sebago Canoe Club, Brooklyn, NY. Call Marilyn Vogel at (718) 767-5020.

JULY 19: New England Class C Championship, Merrymeeting Lake, NH. Call Jim Bowman at (603) 772-2306.

JULY 20: Sailing Cruise, Sebago Canoe Club, Brooklyn, NY. Call Duncan Mooney at (718) 727-2896.



### COMMUNITY ROWING

Boston's non-profit Community Rowing, Inc. is running summer rowing classes on the Charles River and in nearby college indoor facilities for the interested public. Two of the three summer sessions yet to run are from June 30-July 26 and July 28-August 23. Each session will include classes at least 3 days each week for each group. All classes are on-the-water, in-the-boats. Groups are beginner, intermediate and advanced. Boats used will be eight-oared shells with some limited use of single sculls and also a special two-oar rowing catamaran for the mobility impaired. The fee for each session is \$25. Age limit is 12, and proof of swimming ability is required. More information from Community Rowing, Inc, P.O. Box 2604, Cambridge, MA 02238.

## ALDEN



## OCEAN SHELL ASSOCIATION

### ISLES OF SHOALS RACE

The Alden Ocean Shell Association will hold its 14th Annual Isles of Shoals race for Alden Ocean Shells on Saturday, July 19th. The 8.5 mile open ocean course runs from the Isles to Kittery Point, ME. Boats are ferried out to start. More information from Martin Marine, P.O. Box 251, Kittery Point, ME 03905.



### APPRENTICESHIP PROGRAMS

The Rockport Apprenticeship of Rockport, ME has scheduled several summer boatbuilding workshops as follows:

July 28-August 9 will find Simon Watts leading a group of up to ten students in building a 12 foot lapstrake sailing dinghy, daily from 8 a.m. to 5:30 p.m. with a break on Sunday. Fee is \$550 with a \$100 advance deposit required to hold your place. Previous wood-working experience is required and students must bring their own hand tools.

July 28-August 1 will find Bruce MacKenzie instructing on lofting about 6 hours each day for a maximum enrollment of 12 students at \$250 fee each, with the \$100 advance deposit for reservation.

August 4-August 8 will find Mike Geer instructing in oar and spar making, 9 a.m. to 4:30 p.m. daily for a maximum enrollment of 8 students at \$275 fee each, \$100 advance deposit also required. Personal hand tools should be brought by students.

On July 26th Simon Watts will run a 3 hour session on tool sharpening for anyone enrolled in the other workshops at a fee of \$25.

More information on these from (207) 236-6071.



### RACE PROGRAM

The Connecticut Canoe Racing Association has published its 1986 RACE PACKET, a 40 page booklet with all the information on scheduled races, both paddling and poling, cruises and clinics. All classifications are described, and applicable rules and regulations detailed. If you think that canoeing in Connecticut with this club of over 200 members sounds attractive, contact Greg Latsha, 5 West Granby Rd., Granby, CT 06035

JUNE 21: Pachaug Canoe Race, a 6 mile flatwater race across Pachaug Pond and down the Pachaug River for all CCRA classes and novices in Pachaug, CT. Contact Bob Bromley at (203) 376-4009.

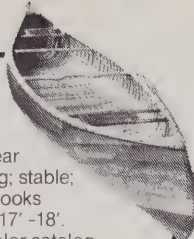
JUNE 22: Poling Clinic & Picnic on the Farmington River in Pleasant Valley, CT. Contact David Sinish at (203) 693-0073.

JUNE 28 & 29: New England Poling Championships on the Westfield River below Knightsville Dam in Huntington, MA. Contact Nelson Walker II at ((203) 429-8711 eves.



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### MCKC CANOE OUTINGS

The Metropolitan Canoe & Kayak Club of New York City will run outings during the summer months for members and friends. If these interest you, contact the club about joining by calling Membership Chairman Andrew Laiosa at (212) 798-5442 eves. The following outings are presently scheduled:

JUNE 21: Annual cruise around Manhattan Island. Some rental canoes possible. Call Larry Stone at (516) 482-2752 eves.



A new club policy of being kind to trip leaders is being instituted due to complaints from trip leaders. Having volunteered to lead trips, these folks gave up other opportunities to be available on the trip date and location only to have nobody show up. A waste. Henceforth, meeting times for flatwater trips will be available only by phone call to the trip leader, who can then find out if anyone plans to come. Schedule into summer is as follows:

JUNE 21: Westport River, 12 miles, in and out determined by tides. Call P. Marshall at (617) 998-5074.

JUNE 28: Hockamock Swamp, 9.5 miles round trip. Call B. Luther at (617) 336-8797.

JULY 12-13: Dutch Island Campout, Ft. Getty, 2 mile round trip. Call S. Cournoyer at (401) 821-6768.

JULY 19: Canoe surfing at Narrow River inlet, 1 mile round trip. Call B. Chabot at (617) 995-1360.

JULY 26: Burlingame Campout, Alton, 2 mile round trip. Call B. August at (401) 725-3344.

JUNE 28-29: Leader's choice on Delaware River, rental canoes and camping available. Call Salil Kharkar at (212) 796-3396 eves.

JUNE 28-29: Summer outing at Lake Sebago, lake canoeing and barbeque. Call Dinorah Payne at (718) 937-1658, 6-9 p.m.

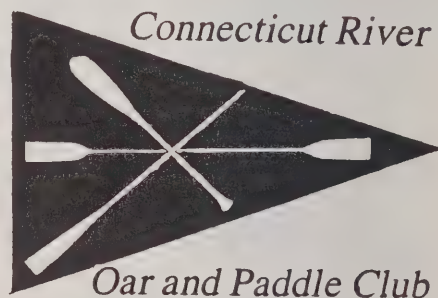
JULY 4: Statue of Liberty Centennial, club meets early afternoon at South Street Seaport, then on to Battery Park. Call Dinorah Payne at (718) 937-1658, 6-9 p.m.

JULY 4-6: Holiday weekend trips, call Kirk Van Tassel at (212) 749-6784 for trip details.

JULY 12-13: Class II-III whitewater on Lehigh River, camping but no rental canoes. Call Bill Simon at (212) 775-8741 eves.

JULY 19-20: Leader's choice of Pine Barrens Rivers. Call Leon Recht at (212) 734-6786.

JULY 26-27: Class I-II whitewater on Delaware River with rental canoes and camping available. Bring family. Call Kirk Van Tassel at least a week in advance at (212) 749-6784 eves.



### CROPC CALENDAR

The Connecticut River Oar & Paddle Club has finalized its 1986 schedule of events and here's what's on for the next couple of months:

JUNE 21: Summer solstice cruise, full moon viewing while rounding Goose Island and Lord's Cove, departing the boatyard at 8 p.m. About 4 miles.

JULY 12: Family day on Notts Island, aimed at families with young children, departing the boatyard at 11 a.m.. Round trip about 4.6 miles.

JULY 13: Middletown to Old Saybrook cruise down the Connecticut River, departing Middletown at 12 noon. Trip is 23.3 miles (downstream though).

JULY 18-20: Another overnighter (two if you like) to Seldens Island, departing the boatyard at 4 p.m. on Friday, Haddam Meadows ramp at 10 a.m. on Saturday. About 12-13 miles depending on starting point chosen.

For information on joining this club or attending its activities, contact CROPC, 18 Riverside Ave., Old Saybrook, CT 06457, (203) 388-2343.





## RC MODEL YACHT RACING CALENDAR

Radio control model yacht racing carries on into summer in full swing with the following events scheduled:

JUNE 21: Sunshine, 36/600 Class, Huntington, NY, Jack Patton, (516) 421-1135.

JUNE 22: Marblehead Regional, M Class, Springfield, MA, George Brown, (413) 788-4669.

JUNE 28: Kehoe Trophy, M Class, Central Park, NY, Madeline Tucker, (212) 874-0656.

JUNE 29: Roy Clough Memorial, M Class, Marblehead, MA, Gene Thober, (617) 631-0797.

JULY 4: Rosemary 86, any boat, Needham, MA, Jack Sullivan, (617) 668-7163.

JULY 5: Founders Day 36/600 Class, Huntington, NY, Jack Patton, (516) 421-1135.

JULY 6: Rosemary Scale Steam/Sail/Electric, Needham, MA, Jack Sullivan, (617) 668-7163.

JULY 12: Perpetual Memorial, 10R Class, Central Park, NY, Madeline Tucker, (212) 874-0656.

JULY 13: Bastille Day, Stratford, CT, Robert Mersereau, (203) 226-9370.

JULY 26: Melnick Memorial, M Class, Huntington, NY, Jack Patton, (516) 421-1135.

## MYSTIC ANTIQUE & CLASSIC RENDEZVOUS

Mystic Seaport Museum will host the 11th Annual Rendezvous of privately owned classic wooden power and sail boats on Saturday, July 26th. The public may view the assembled classics at the Seaport at regular gate admission in the morning, with dress ship inspection at noon. A downriver parade led by the steamboat SABINO will take place in the afternoon. More information at (203) 572-0711.

## LATEST BOOK LIST

Columbia Trading Co. has just sent around its latest listing of old, out-of-print books on boating, 24 pages with 570 titles listed. Included are exotica such as stereopticon viewer cards and postcards, plus many old magazines also. Just reading the listing gets real fascinating, the books people have written about boats! Order your catalog from Columbia Trading Co., 2 Rocklyn Dr., Suffern, NY 10901.

## WOODEN BOAT SCHOOL BEGINS

The 1986 summer sessions of the Wooden Boat School in Brooklin, ME, get underway late in June. While, in many cases, arrangements to attend require advance registration and planning for time off, you may still be interested in available opportunities worth inquiring into, so I'll run the course schedule with course names only, no details. For those, contact Ben Ellison at Wooden Boat School, P.O. Box 78, Brooklin, ME 04616.

JUNE 22-28: Marine Surveying with Giffy Full.

JUNE 22-JULY 5: Building Ultra-light Lapstrake Boats & Canoes with Tom Hill.

JUNE 22-JULY 5: Canoe Repair & Restoration with Rollin Thurlow.

JUNE 22-JULY 5: Building the Maine Guide Canoe with Jerry, Stelmok.

JUNE 29-JULY 5: The Craft of Sail with Roger & Mary Duncan.

JULY 6-12: Building the Nutshell Pram Kit with Rich Helsingier.

JULY 6-12: The Art of the Half Model with Eric Dow.

JULY 6-12: Honing Your Skills with Hand Tools with Sam & Susan Manning.

JULY 6-12: Marine Painting and Varnishing with George Fatula.

JULY 13-19: The Art of Marine Carving with Andy Willner.

JULY 13-19: The Craft of Sail with Alan Sternman.

JULY 13-26: Wooden Boat Repair Methods with Taylor Allen.

JULY 13-AUGUST 2: Theory & Practice of Boatbuilding with Arno Day.

JULY 20-26: The Arts of Boatbuilding with Will Ansel.

JULY 20-26: The Craft of Sail with Candice Martin.

JULY 27-AUGUST 2: Beginning Boatbuilding with Harry Bryan.

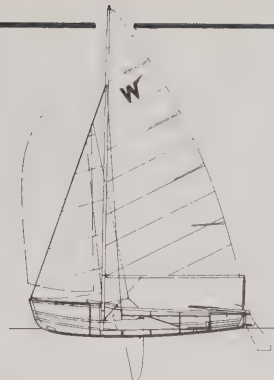
JULY 27-AUGUST 2: The Nutshell Pram for Teachers with Eric Dow.

JULY 27-AUGUST 2: The Craft of Sail with Alan Sternman

## BIG CANOE DO AT WOODEN BOAT SCHOOL

Deserving of some extra emphasis is the special two week canoe extravaganza (their word for it) running from June 22nd to July 5th. Three courses will run simultaneously: Tom Hill's on building ultralight lapstrake canoes; Rollin Thurlow's on repairing and restoring traditional canoes; and Jerry Stelmok's on building the Maine Guide Canoe. All three will join together for a one-day seminar by Alexandra and Garrett Conover, Maine guides, on canoeing skills, portaging and camping.

Maybe there are still openings if you're interested. Contact Ben Ellison at Wooden Boat School, Box 78, Brooklin, ME 04616, (207) 359-4651.

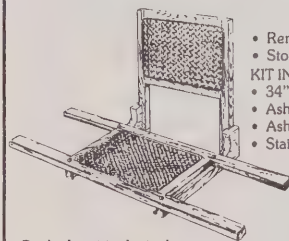
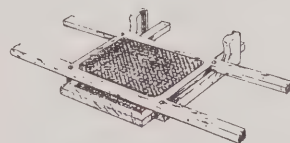


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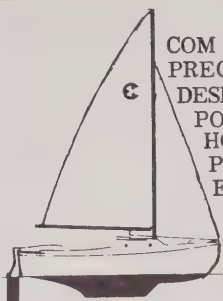
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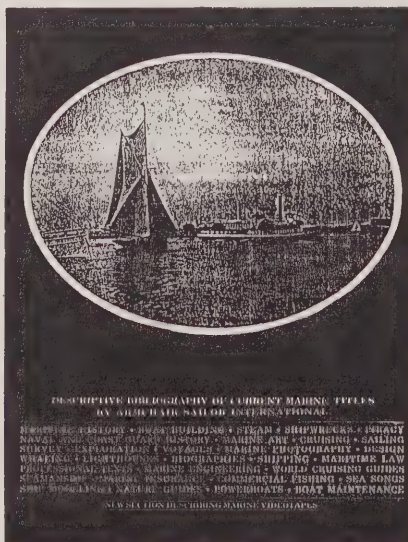


## MYSTIC SEAPORT MUSEUM

### ROSENFELD PHOTO EXHIBIT OPEN

Mystic Seaport Museum has opened the first major exhibition of photo prints from the Rosenfeld Collection. The exhibit will remain open through the Spring of 1987. It is located in the Mallory Building with 65 original prints on display

along with cameras and photo equipment used by the Rosenfelds. A video display of color slides dating from the 1950's to today supplements the black and white prints. This is but a tiny sampling of over one million images the Seaport acquired in 1984. America's Cup photos will be displayed in the Fall in a separate exhibition and are not included in this opening. The photos included involve yachting, powerboating, fishing and seascapes, dating back to the 1880's. More information at (203) 572-0711.



### ARMCHAIR SAILOR BIBLIOGRAPHY

Armchair Sailor, the Newport, RI, nautical book people, sent their latest 275 page, 8.5"x11" bibliography of marine titles to us and it is overwhelming. Over 4,000 titles are included, each with descriptive material, not just listing. Additionally, videotapes available are listed in a separate section. This is a catalog, but also a valuable reference for anyone looking for certain nautical books. The cost is \$8 postpaid in the U.S. or surface overseas, \$13 for overseas air mail. Update supplements are included along with a free copy of the next edition in a year or two. Available from Armchair Sailor International, 126 Thames St., Newport, RI 02840, (401) 849-9360.





#### WINNEPESAUKEE CRUISING GUIDE

Summer time in the Lakes Region of New Hampshire, and David Buckman has published his second edition of his LAKE WINNEPESAUKEE CRUISING GUIDE, with an addenda LAKES REGION CANOEING GUIDE included. 110 pages of details on Lake Winnepesaukee and 50 pages on some 80 area canoeing opportunities comprise the soft cover 6x9 book with many photos included. These are the fruits of 16 years of personal experience on the Lake and on the streams of the area by Buckman. Mail order price is \$9.95 including postage and handling, from Eastworks, 18 Ridgewood Ave., Gilford, NH 03246.

#### CAPE ANN ROWING CLUB

A group of rowing enthusiasts on the Massachusetts north shore have organized the Cape Ann Rowing Club based in Gloucester. The purpose is to provide group opportunities for enjoying rowing, both in traditional and in modern sliding seat boats. A nucleus of this club is a group of 12 area women who have been training in borrowed multi-oared craft for the July 4th Statue of Liberty Centennial in New York, where they will crew LIBERTE' in one of the match events. Area rowers are invited to join in as the club is formalized during the summer months. More information from Pat de la Chappelle, 53 Marmion way, Rockport, MA 01966

#### MARTIN'S ROWING BROCHURE

Martin Marine of Kittery Point, ME has published a very nice 8 page color brochure concerning the attractions of sliding seat rowing in Martin's Aldens and other rowing craft. You can obtain a free copy from Martin Marine Company, Box 251, Kittery Point, ME 03905, (207) 439-1507.



#### THE APPRENTICE

The Spring issue of THE APPRENTICE from the Rockport Apprenticeship is out and its 36 pages are loaded with much fascinating information for devotees of the traditional ways of doing things messing about in boats. Sort of a nice classified ad page too, of 9 boats they'd like to sell (not cheap). You can ask for a copy from the Rockport Apprenticeship, P.O. Box 539, Rockport, ME 04856, (207) 236-6071.

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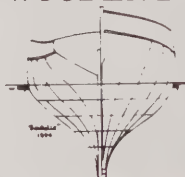
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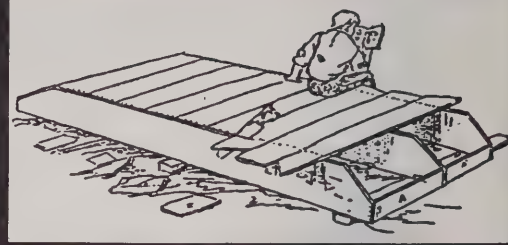
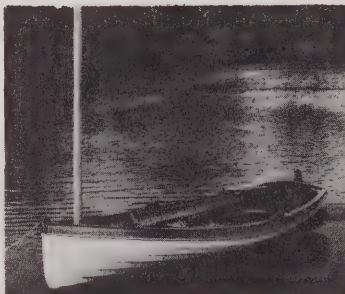
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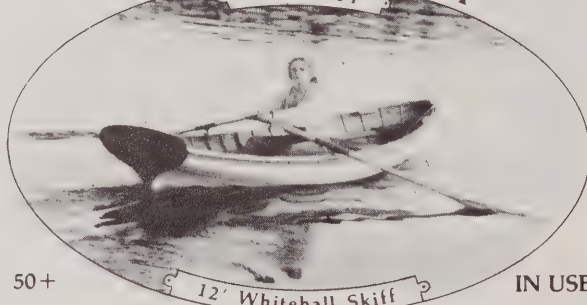
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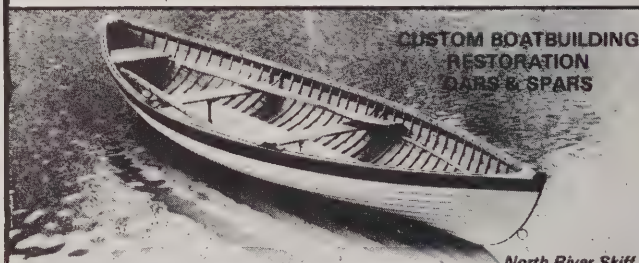
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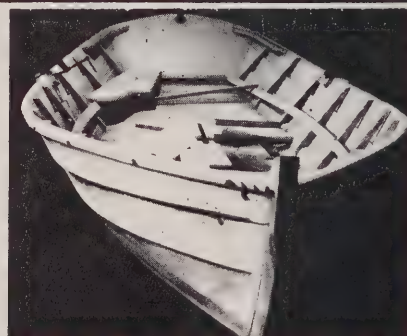
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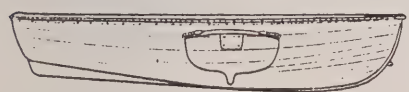
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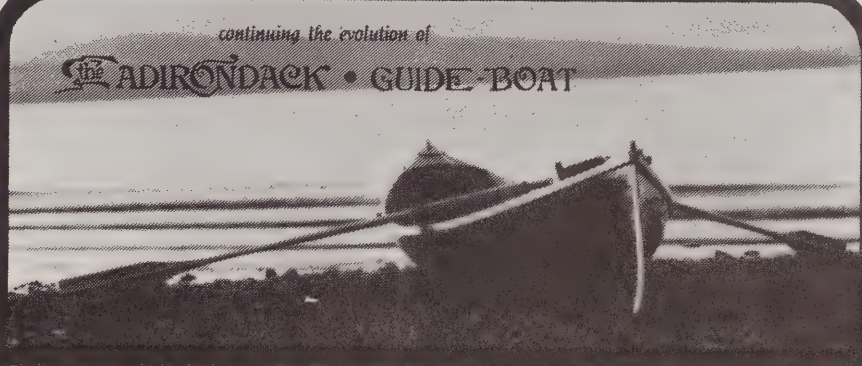
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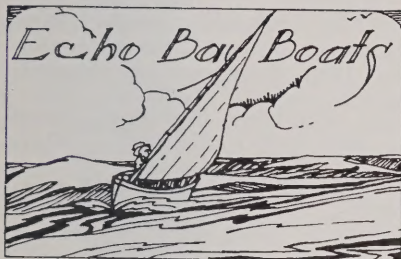
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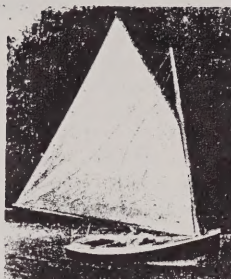
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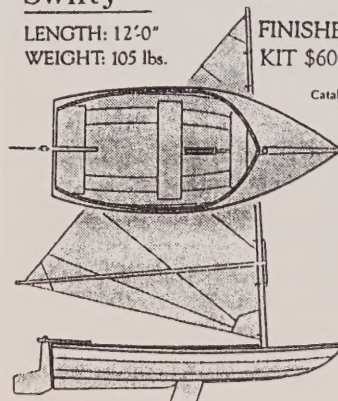
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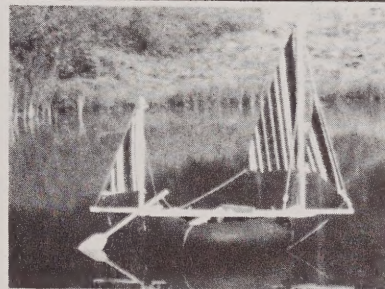
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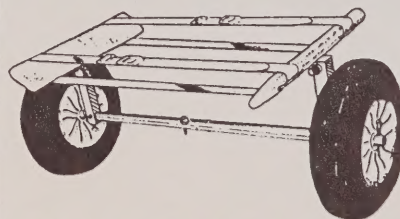
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